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# Information for Travellers

## Landing at Shanghai

PUBLISHED BY

**THOS. COOK & SON,**

**Tourist, Steamship and Forwarding Agents, Bankers, etc.**

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*HEAD OFFICE: Ludgate Circus, London, E.C.*

*Offices and Agents throughout the World.*

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**Chief Office for the Far East.**

**HONGKONG, 16 Des Vœux Road.**

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**SHANGHAI, 2/3 Foochow Road.**

**YOKOHAMA, 32 Water Street.**

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## Special Notice.

 HIS booklet is issued by Thos. Cook & Son, Managers of Tours and Excursions, Bankers, Agents, etc., of 2-3 Foochow Road, and contains, in the handiest possible form, useful information for visitors landing at Shanghai, with short reference to places of interest.

Thos. Cook & Son keep complete and detailed information of everything pertaining to travel, supplying tickets, and making all arrangements for tours of every description.

Travellers landing at Shanghai are, therefore, confidently recommended to call at Thos. Cook & Son's office, 2-3 Foochow Road, where their proposed itineraries can be discussed and settled, tickets supplied and accommodation reserved.

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THOS. COOK & SON give notice that the arrangements shown in this Programme are made by them in their capacity as Agents only. All tickets for conveyance by Rail, Steamship, Boat, Coach, Carriage, Diligence or Car over advertised routes, are issued by them as Agents for the Companies or Proprietors advertising such routes. In all other cases the arrangements are made by them as Agents for the passengers. THOS. COOK & SON cannot, therefore, accept liability for any loss, accident, delay, or irregularity which may occur or be occasioned through the negligence or default of any Company or person — concerned in the carrying out of their arrangements — not in their actual employ.

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All sailings, fares and other particulars quoted herein are subject to alteration without notice; and although Thos. Cook & Son have made every effort to ensure accuracy they do not guarantee and cannot accept any responsibility for the same.



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## Shanghai

SHANGHAI (i.e., "Approaching the Sea") is in the province of Kiangsu, and is one of the greatest seaports in Asia. It is the principal business emporium in the Far East; and is, at the same time, one of the most interesting places in the world from all points of view. Shanghai lies on the north shore of the Huangpu River, about twelve miles from its mouth, in latitude  $31^{\circ} 10' N.$  and longitude  $121^{\circ} 30' E.$ , at the junction of the Soochow Creek with it. Through both these streams it connects with many large cities and marts on the Grand Canal, and by its close proximity to the great Yangtsze River it has uninterrupted communication with provinces as remote as those of Szechuen and Yunnan. One of the great emporia of the Yangtsze River, for instance, is Chungking, in Szechuen, 1,600 miles from Shanghai, the frontiers of that province being conterminous with those of Tibet. But one should examine a good map of China to be able to form some idea of the immensity of the area which pours its produce into Shanghai.

The entire country for miles round Shanghai is flat. In fact, Shanghai stands upon what is but a small portion of the great alluvial plain of China, which extends from Peking in the north to Hangchow in the south and as far west as the internal portion of Hupeh province. This vast plain, which is one of extraordinary fertility, was, ages ago, part of the sea, and its formation into dry land is owing to the ceaseless deposits of silt brought down by the Yangtsze River and its confluent. The nearest high land to Shanghai is a range of small hills twenty miles inland to the westward. These were at one time islands in the sea. The city of Quinsan, now about eighty miles inland, was, some 2,000 years ago, the seaport of this district. Owing to the gradual reflux of the sea, and the consequent formation of *terra firma*, Shanghai became the seaport in the year 1101. This recession of the sea and the encroachment of the land upon it still going on, and will continue as long as the Yangtze is in existence. The island of Tsungming,



thirty-two miles long and about ten miles broad, just opposite Woosung, has, for instance, been entirely formed since the year 1350. The importance of Shanghai as a world trade-centre dates from its capture by the British, during the first China war, on June 19th, 1842. Woosung and its ports with their 175 guns had already been captured on the 13th of that month. The Treaty of Nanking, which ended hostilities, as well as ceding Hongkong to Great Britain, opened five ports to foreign trade, viz., Swatow, Amoy, Foochow, Ningpo, and Shanghai. Shanghai was formally declared open on November 17th, 1843.

Captain Balfour was the first British Consul of the port, and under his directions the ground selected by himself and Sir Henry Pottinger as a Settlement for British residents, was gradually made habitable by draining and laying out the ground, which was mostly a marsh overgrown with reeds intersected by numerous creeks. Until this work was done foreigners lived in a suburb between the city and the river called Namtào, the British Consulate being inside the city.

Since that time improvements in, and the extension of, the Settlement, have been going on apace until we now have what is known the world over as the "Model Settlement."

Strangers to Shanghai, when visiting the port for the first time will, when coming up the Woosung River, be at once struck with the evidence of industry on both banks of the stream, in the shape of cotton and paper mills, shipbuilding yards, waterworks, petroleum company's reservoirs, the vast godowns filled with merchandise, the length upon length of spacious and substantial wharves, and the numerous large ocean steamers in harbour loading and discharging cargo from all parts of the world, interspersed with coasting and Yangtsze river steamers; those inward with produce from different parts of the Middle Kingdom and the outward boats filling up with foreign produce for the various Treaty Ports from which it will be transported into the interior. The Settlement will open into the view of those on board an incoming steamer, as soon as their vessel rounds the Point. In this connection,

however, it may be as well to remark that, owing to the Woosung Bar—the “heaven-sent barrier” of the Chinese—the large mail boats have to anchor at Woosung and discharge part of their cargo before they can cross the Bar. Passengers are, in consequence, with their baggage brought up to the Settlement by a comfortable steam tender. The Point was formerly a favourite rendezvous during the hot months for Shanghai residents, and is so still, though in less degree. The drive along the road from the Settlement is refreshing, and the air at the Point exhilarating. A cool, revivifying breeze is always to be met with there when the atmosphere in the Settlement is close and stifling. The numerous fine roads that have been constructed to the west, and in different other parts, of the Settlement, and the introduction of railways—that from Shanghai to Nan-king, the one from Shanghai to Woosung, and lastly that from Shanghai to Hangchow—have presented other outlets to the European resident in the port, to get away from the rush and bustle of the Settlement, for a short period for a change of air and scene.

About five minutes after passing the Point the famous Bund, with its shady trees, will be seen right ahead and stretching away to the left, the Public Gardens being merged into it and apparently forming a part of it. The Garden Bridge, a little to the right, will be at once noted, the lofty and splendid buildings of the Settlement forming a background to the picture.

At this early stage of his visit the newcomer will be greatly and favourably impressed by the fine appearance that the Settlement presents, far surpassing, probably, what he or she expected in such a distant corner of the Far East. He will not fail to be delighted with the animated and magnificent panorama that greets his eyes. What with the junks, lorchas, sampans, cargo-boats and steam-launches with which the river is covered, with, maybe, an ocean-going steamer, proceeding cautiously through the maze of smaller craft on her way to Woosung to complete her loading on the outside of the Bar; a big second-class British cruiser at her buoy just opposite to the Custom House, and, very likely, moored adjacent to her, gunboats

and torpedo-boat-destroyers also under the White Ensign ; American, French, German, Japanese, and Chinese men-of-war further up the river ; the numerous pedestrians on the Bund passing to and fro, all seemingly bent on business, the 'rickshaws speeding along drawn by the native 'rickshaw coolie with their one-person freight, the gaily painted electric tramcars travelling up and down the track at a high speed, with numerous motor-cars running hither and thither still faster ; the now almost antiquated carriage moving about at a slower pace, and last, but not least, the real Chinese wheelbarrow of which much has been written, being trundled along by its perspiring coolie, all serve to arrest the attention of the Occidental who is making his first acquaintance with the Flowery Land.

All tenders arriving at the landing-stages are met by Thos. Cook & Son's representative who will render assistance and furnish any information required.

## Customs

Our interpreter will take instructions as to the disposal of travellers' baggage, which will be landed and passed through the Customs and taken either to an hotel or any other address. Personal effects of bonâ fide travellers are admitted free of duty, but the Customs authorities reserve the right of detaining and examining all nailed down cases for dutiable articles.

## Hotels

The Astor House Hotel ...	Whangpoo Road
The Palace Hotel ... ..	19 The Bund
The Hotel Kalee ... ..	25A Kiangse Road
The Burlington ... ..	Bubbling Well Road
The Hotel des Colonies ...	Rue Montauban
Bickerton's Private Hotel..	102 Bubbling Well Road



## Current Coinage

ONE of the first things necessary for the stranger in Shanghai to learn is the coinage. This for all small matters is the Mexican Dollar, valued at or about 1/10 (or forty cents American) and twenty, ten and five-cent pieces. Theoretically each cent is one-hundreth part of the dollar, but in practice the dollar changes for more than that number. The actual amount varies from day to day, and can only be learned by experience. Besides these silver coins there is prevalent at the moment a large number of copper cent pieces, and among the natives cash is very largely used (theoretically one-tenth of a cent). The visitor should call at Thos. Cook & Son's office (2-3 Foochow Road) on arrival, where a supply of local currency may be obtained. There is a vast amount of bogus coin about, and the visitor should also learn not to overpay the natives either in purchasing goods, or for fares, as the dealer or 'rickshaw coolie is prone to ask the newcomer for three or four times the amount he is entitled to, and if he succeeds once he will continue to pester his victim. In buying from native shops a fifty per cent reduction may safely be reckoned on, although this does not apply to several of the large shops where silks, cloths, and even jewellery are sold, these places having signs in Chinese stating that only one price is charged. Besides the Mexican currency, which is that in which all retail business is transacted, the tael is largely used in mercantile transactions. All the foreign banks issue dollar and tael notes from one to one hundred dollars, and a few native banks follow suit, but the stranger should be cautious of accepting these native notes, as some of them are not received by the banks at par.

In dealing with the natives, use is made of what is called "pidgin" English, a *lingua franca* which has arisen through the inability or dislike of the foreigner to learn the native language. This is soon picked up by the visitor, however, and if desirous he can easily find a handbook in one of the foreign bookshops which will assist him.

## Arrangements for Travellers.

We would recommend travellers, as soon after arrival in Shanghai as possible, to make an early call at our office, where our trained and competent staff will discuss the proposed route, and will point out what it is possible for travellers to see in the time at their disposal. If desired, an exact itinerary can be drawn up in a short time, showing the hour of arrival and departure at each place where it is proposed to break the journey. A quotation of the cost of necessary tickets will then be made.

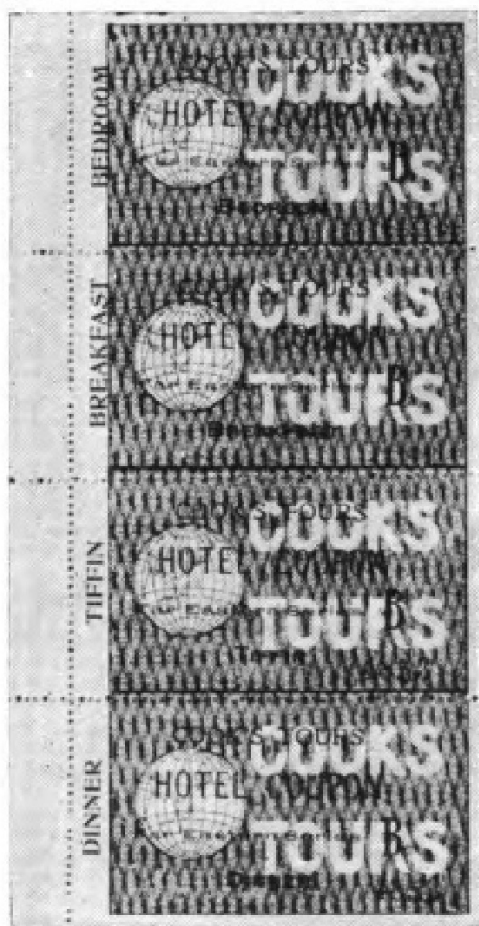
**Railway Tickets.**—Our tickets are available for one or more passengers, and it is quite unnecessary to join a party in order to enjoy their advantages. They allow break of journey at any point on the route, are available for two months (or longer if special arrangements are made), and if unused, on their being returned to the office at which they were purchased, and after application has been made to the Railway Companies concerned, a refund of the fare, is generally allowed. By purchasing our tickets, the endless trouble experienced by having to obtain tickets at the various stations *en route* is avoided.

**Hotel Coupons.**—In all countries the traveller's most anxious moment is what when he has to pay his hotel bill and when he is in a foreign country, with, perhaps, only a slight acquaintance with the language, he is apt to consider himself, not always without reason, a victim to whom little mercy will be shown.

Cook's Hotel Accommodation Coupons were devised to remedy this drawback to foreign travel, and the very great popularity which they enjoy among all classes of travellers is proof that they successfully attain their object.

Just as Cook's Railway Tickets enable the tourist to provide himself before starting with the necessary tickets for his journey, and to know the exact cost of the transit portion of his tour, so Cook's Far Eastern Hotel Coupons enable him to estimate the hotel expenses of the journey. In both cases he has no bother or trouble of any kind in travelling through China and Japan, he is saved the unpleasantness

of discussing terms with hotels in the height of the season, and he has no need to fear being overcharged.



REPRODUCTION OF A HOTEL  
COUPON AS SUPPLIED BY  
THOS. COOK & SON  
FOR THE FAR EAST.

For as when using the travelling tickets, he has merely to hand the Ticket for each journey to the collector, so, in like manner, he has simply to hand to the hotel proprietor so many coupons for so many meals or days' accommodation, free from all doubts or anxieties about the length of his bill or the accuracy of its items.

We therefore strongly recommend travellers when purchasing our Railway Tickets also to provide themselves with the necessary number of our Hotel Coupons, which are accepted by practically all first class Hotels in the Far East.

A very large number of the hotels in this list have been in business relationship with Thos. Cook & Son for a great number of years, and have reciprocated the volume of business sent them by paying special attention to Thos. Cook & Son's clients.

Having purchased his Railway Tickets and Hotel Coupons, the Traveller need not necessarily carry a large sum of money, and this is a very great advantage. Any Coupons or parts of Coupons remaining are refunded for in full, provided they are presented at our Far Eastern Offices.



Hotel Coupons are accepted at the following Hotels:—

Arima	Arima Hotel	Nara	Nara Hotel
Canton	*Victoria Hotel	Nikko	Kanaya Hotel
Changchun	*Yamato Hotel		Nikko Hotel
Dairen	*Yamato Hotel	Osaka	Osaka Hotel
Hongkong	Hongkong Hotel	Port Arthur	*Yamato Hotel
Kamakura	Kaihin-in Hotel	Shimonoseki	Sanyo Hotel
Karuizawa	Mampeï Hotel	Seoul, Korea	Sontag's Hotel
	Mikasa Hotel	Shanghai	Astor House Hotel
Kobe	*Tor Hotel		Palace Hotel
	*Oriental Hotel	Shanhaikuan	Railway Hotel
	Mikado Hotel	Tokio	*Imperial Hotel
Kyoto	Kyoto Hotel		Hotel Central
	Miyako Hotel		Seiyoken Hotel
Lake Chuzenji	Lakeside Hotel	Tientsin	Imperial Hotel
Macao	Macao Hotel		Astor House Hotel
	Boa Vista	Yamada	Gonikai Hotel
Miyanoshita	Fujiya Hotel	Yokohama	*Grand Hotel
Miyajima	*Mikado Hotel		*Oriental Palace Hotel
Mukden	*Yamato Hotel		Club Hotel
Nagoya	Nagoya Hotel		Hotel Pleasanton
Nagasaki	Cliff House Hotel		

The Coupons provide for bedroom, lights and service, early morning tea, breakfast, tiffin, afternoon tea and dinner, according to the custom of the Hotel.

Series A ... .. 12s. 6d. or 6 yen per day.

Series B ... .. 16s. 8d. „ 8 „ „

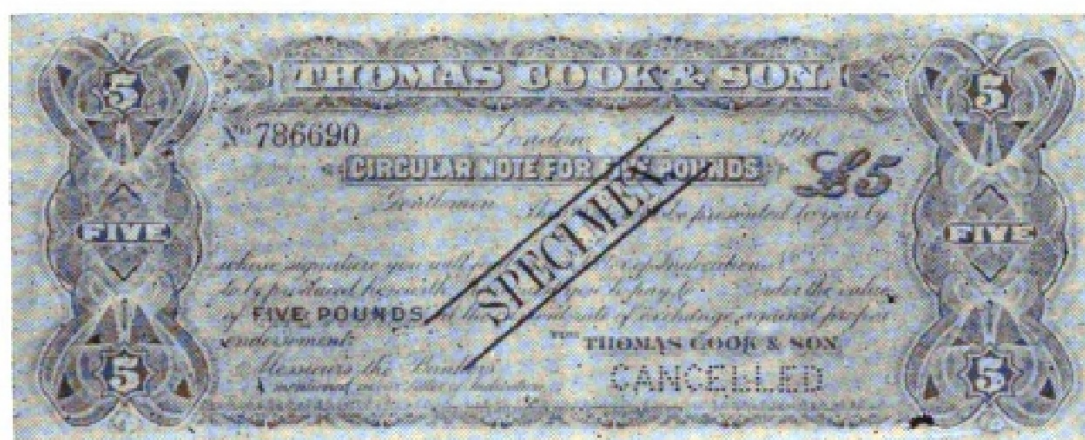
The value of unused hotel coupons is refunded in full when presented either at Hongkong, Shanghai or Yokohama Office upon the purchaser proving identity.

## Guide Books

There are several published dealing with China and Japan, which can be purchased at Thos. Cook & Son's Office. Amongst others, Cooks' Tourists' Handbook to Peking, Tientsin, Shanhaikuan, Mukden, Dalny, Port Arthur and Seoul; Murray's Guide to Japan; Historic Shanghai, etc.

\*Series A Coupons will not be available at these Hotels except on payment of a supplement, according to room occupied.

## Banking and Exchange



REPRODUCTION OF A COOK'S CIRCULAR NOTE.

### Banking and Exchange

With Branch Offices and Correspondents in all parts of the world Thos. Cook & Son have exceptional facilities for transacting Banking and Exchange business on the most favourable terms.

In view of losses by theft, which frequently occur, travellers are strongly recommended not to carry surplus funds in the form of Bank-notes, but by means of a Letter of Credit or Circular Notes. The Firm issues Circular Notes for sums of £20 and upwards, in Notes of £20, £10, £5, and also Letters of Credit for £100 and upward, which are cashed by any of their Agents and Banking Correspondents.

Circular Notes cashed, and payments made on Letters of Credit issued by other Bankers.

Foreign monies exchanged at current rates.

Remittances by draft or telegram can be made through Thos. Cook & Son's principal Offices.

## Information Gratis

Thos. Cook & Son maintain a large clerical staff for the purpose of answering enquiries either personally or through the mail. No charge is made for information so furnished. They do, however, expect that those who use the facilities afforded will be courteous enough to purchase their travel tickets, etc., through the firm's agencies.

## Mail Department

The correspondence of travellers touring under the firm's arrangements may be addressed to their offices. Before leaving, passengers are requested to register an address to which their letters may be sent. The firm maintain a special staff for this section of their business, although no charge is made for such services.

## Shipping and Forwarding Department

**Baggage.**—Travellers who are proceeding through China by a circuitous route are recommended, if possible, to send some of their heavy baggage direct to destination, as this will probably save expense. We shall be glad to receive the baggage of travellers and send it to any of our Offices, where it can remain till called for.

We are also glad to ship, or forward to any part of the world, baggage and freight of every description; also to store baggage at a small charge. Deck chairs are also received and stored or forwarded.

We strongly recommend travellers to insure their baggage against theft. Arrangements can be made at our Offices.

We can frequently save travellers large expenditure in connection with their baggage; for by our long experience we can point out to them the most economical method of arranging its transport. Travellers can save themselves the expense of carrying their purchases with them by instructing the different merchants to forward the goods to one of our Offices, where we will collect and ship them at small cost to Europe or America. Small packages can be sent Home in this manner without the payment of costly minimums for steamer freights.



## Through Tickets via Suez, Siberia or America

We would draw the attention of travellers who have purchased tickets only as far as Shanghai, Hongkong, or Yokohama to the fact that we issue local and through tickets over all railway and steamship lines throughout the world. In particular we can supply through tickets to Europe or America via Suez, Australia, the Trans-Siberian Railway or Pacific Steamship lines. These tickets, besides affording a very considerable reduction in price as compared with tickets purchased from point to point, offer many advantages of stop-over, length of validity and alternative routes.

Travellers purchasing through tickets are also able to reserve their accommodation through us in advance, which is a very important feature, especially during the height of the season of travel, when many of the trains and steamers are very crowded, and in order to avoid disappointment and delays, applications should be made as early as possible.

We shall be pleased to furnish travellers with itineraries and submit estimates of cost for any proposed tour on receipt of particulars.

Travellers are referred to Cook's Far Eastern Handbook giving detailed information of steamer routes, railways and fares, from the Far East to all parts of the world. This Handbook will be sent free on application.

## Post Offices

Shanghai is strangely situated with reference to postal affairs, there being, in addition to the Chinese office—which handles all local correspondence—no less than six other foreign offices. The following is a list of these offices, with addresses:—

American	...	...	17 Whangpoo Road
British	...	...	7 Peking Road
French	...	...	61 Rue Montauban
German	...	...	6 Foochow Road
Japanese	...	...	42 Whangpoo Road
Russian	...	...	42 Boone Road
Chinese	...	...	9 Peking Road, with several sub-stations.

Letters and post cards only in closed mail bags for Europe despatched via Dalny every Tuesday and Saturday (according to the state of the tide) by the British Post Office, specially marked “via Siberia,” and by the Chinese, French, and German Post Offices all mails not marked “via Suez.”

## British

### Rates of Postage

*To Union Countries.*—Letters not exceeding 1 oz. or 20 grammes 10 cents, each additional oz. or 20 grammes 6 cents. Single post cards 4 cents, reply post cards 8 cents, newspapers, books, etc., 2 cents per 2 oz. Registration fee 10 cents.

*To the United Kingdom and Dependencies.*—One oz. or 20 grammes 4 cents, each additional oz. 4 cents, post cards 4 cents, reply cards 8 cents, newspapers 2 cents per 2 oz. Registration fee 10 cents.

## United States

### Rates of Postage

To the *United States, Canada, Mexico, Cuba, Porto Rico, Hawaii, and Philippine Islands*.—Letters and all 1st class mail matter 2 cents gold for each ounce or fraction thereof.

Postal cards, 1 cent gold each.

Newspapers and periodicals, as 2nd class mail matter, 1 cent gold for each 4 ounces or fraction thereof.

Books, photos, circulars, and other 3rd class mail matter, 1 cent gold for each 2 ounces or fraction thereof.

Merchandise, including samples, and other 4th class mail matter, 1 cent gold for each ounce or fraction thereof.

No package, except a single volume of book, weighing more than 4 pounds, is transmissible in the mail.

## Chinese

### Rates of Postage

To *Union Countries* —Letters not exceeding 1 oz. or 20 grammes 10 cents, each additional oz. or 20 grammes 6 cents. Single post cards 4 cents, reply post cards 8 cents, newspapers, books, etc., 2 cents per 2 oz. Registration fee 10 cents.

*Local Post*.—Letters for every 20 grammes or fraction thereof 1 cent, post cards 1 cent, newspapers every 50 grammes  $\frac{1}{2}$  cent, books and printed matter every 100 grammes 1 cent. Registration 5 cents, with return receipt 10 cents.

*Domestic Post*.—Letters for every 20 grammes or fraction thereof 3 cents, post cards 1 cent, newspapers for every 50 grammes 1 cent, books and printed matter for every 100 grammes 2 cents. Registration 5 cents; with return receipt 10 cents.

To *Hongkong, Macao, and Tsingtao*.—Letters for every 15 grammes or fraction thereof 4 cents, post cards 1 cent, newspapers, for every 5 grammes 2 cents, books and printed matter for every 50 grammes 2 cents (minimum charge 10 cents). Registration 10 cents, with return receipt 20 cents.

## Telegrams and Cables

Cables to all interior places in China are sent by the Chinese Telegraph Company, whose offices are behind the foreign cable offices on The Bund. Cables may be sent to all parts of the world by either of the three cable companies. These telegraph companies are all housed in fine buildings on the Bund between Foochow and Canton Roads, and in any of which all information will be readily supplied. In addition to these commercial companies there is a cable in connection with the German Post Office on Szechuen Road, through which cables may be forwarded to all parts of the world, a special line going to Tsingtao—the German sphere of influence in Shantung.

*Telegrams per word.*—Europe, all countries viâ Suez \$2.50. U.S.A. \$2.65 to \$2.90. Canada \$2.75 to \$2.90. Australia \$1.40. New Zealand \$1.60. India \$1.40. Philippines 85 cents to \$1.50. Tonkin \$1.45. Hongkong 35 cents. Japan 55 cents. Peking 20 cents. Tientsin 20 cents. Korea \$1.05. Dalny 20 cents.

## Conveyances: Rates for Hiring, etc.

It is a wise precaution to take the number of the carriage or 'rickshaw when hiring.

<i>Carriage Hire</i> —half-day	...	...	...	4.00
„ whole day	...	...	...	5.00
<i>Rickshaw Hire</i> —half hour	...	...	...	0.20
„ one hour	...	...	...	0.40
„ half day	...	...	...	0.80
„ whole day	...	...	...	1.40

The following list gives a fair idea of rickshaw fares:—

Garden Bridge to French Creek.	10 cents Mex.
Bund to Recreation Ground or	
Race Course	... .. 15 „
Bund to Carter Road	... .. 20 „
Carter Road to Bubbling Well...	20 „
Garden Bridge to French Police	
Station at south end of Bund	20 „
Garden Bridge to Wayside	... 15 „
Nanking Road to Railway Station	20 „



*Motor Cars.*—\$6 per hour.

*Tramways.*—Shanghai is well served with its service of electric street cars. Average fare 6 cents per mile, first class. (For Routes *see* Map.)

## Consulates

The visitor to Shanghai should always make it a point to register at the Consulate to which he belongs. We give below a list of these places:—

Argentina	...	...	56 Avenue Road
Austro-Hungary	...	...	76 Avenue Road
Belgium	...	...	101 Bubbling Well Road
Brazil	...	...	11 Love Lane
Denmark	...	...	25 Whangpoo Road
France	...	...	1 Rue du Consulat
Germany	...	...	9-10 Whangpoo Road
Great Britain	...	...	33 The Bund
Italy	...	...	112 Bubbling Well Road
Japan	...	...	1 North Yangtsze Road
Mexico	...	...	10 Chusan Road
Netherlands	...	...	17 Route des Sœurs
Norway	...	...	6 Jinkee Road
Portugal	...	...	12 Ferry Road
Russia	...	...	121 Bubbling Well Road
Spain	...	...	46 Bubbling Well Road
Sweden	...	...	5 Weihaiwei Road
United States	...	...	13-12 Whangpoo Road

## Clubs

Shanghai Club, German Club, Country Club, Race Club, Masonic Club, Cricket Club, Golf Club, Rowing Club, Cercle Sportif Francais.

## Principal Churches

Holy Trinity Cathedral	...	Hankow Road
Union Church	... ..	Corner Soochow and Yuen-ming-yuen Roads
St. Andrew's Church	... ..	Broadway
German Church	... ..	Corner of Whangpoo and Astor Roads
The Free Christian Church		Range Road
Church of Sacred Heart of Jesus	... ..	21 Nanzing Road
St. Joseph's Church	... ..	Rue Montauban

## Principal places of interest

Thos. Cook & Son give below a few suggested automobile trips in and around Shanghai, showing approximate time occupied on each trip. Fare \$6 per hour for each car.

- (1) Through the French Concession to Siccawei Convent (where Irish crochet and hand-made lace may be obtained) and back. Two hours.
- (2) To Bubbling Well, then on to Jessfield passing through residential portion of City and return. Two hours.
- (3) To Loongwha Pagoda and back. Three hours.
- (4) To the Point and Yangtsepoo and back. Two hours.
- (5) To the Kiangnan Arsenal and back. Two hours.
- (6) To Bubbling Well viâ St. John's University, Li Hung Chang's Gardens, returning viâ the French Settlement, Three and a half hours.

Complete arrangements for automobiles made on application to Thos. Cook & Son's Office, 2-3 Foochow Road, Shanghai.

**FOOCHOW  
ROAD**

Thos. Cook & Son's Office, No. 2-3.

The Foochow Road, or "Si-maloo," as it is known to the native, is a place which should at least once be seen by the visitor, night being chosen for this visit. The quarter is known throughout the Empire as the "Paris of China." Here are to be found the largest and gaudiest of eating houses, many of them run after foreign style. There are also tea-houses, opium dens, and shops wherein may be bought almost everything foreign or native. Nearby are to be found some of the finest fitted-up theatres in China, where are displayed all the latest in the way of new methods of producing old plays, and even women actresses have been seen there at times.

**THE BUND**

Some of the finest buildings in the settlement are to be seen along the Bund towards French Town. Across the Yangkingpang Bridge there are to be found the French Consulate-General, and further up the large offices of shipping firms. The rest of the frontage of the French Concession is devoted to Chinese "hongs" and shipping offices. The French Bund is faced on the waterside by godowns and wharves at which are to be found almost always a number of coasting steamers, discharging or loading-cargo.

At the corner of the French Bund is the fine signal station of the Siccawei Observatory, and from the top is dropped daily the time-ball giving noon exactly by the standard meridian on which Shanghai time is now based, eight hours ahead of London. Again across the Creek separating the French from the International Settlements, on the water-side the celebrated grass plots begin extending almost without a break to the Public Gardens, with the Examination Shed of the Customs as the only building on the whole frontage. At the end of these green plots are the Public Garden, well worth a visit. On the other side of the road leading over the Bridge is the so-called Reserve Garden, also Municipal property, with its numerous hot-houses wherein are reared the flowers and plants to be set out in time all over the Settlements, and beyond this again

another Garden, set aside for the exclusive use of respectably dressed Chinese. The foreshore is now being turfed as far as Honan Road, so that there will soon be over a mile of grass plots on the frontage of the English Settlements. On the other side of the road, there is seen the Union Church, an undenominational Protestant place of worship, and then the British Consulate grounds. These latter include the Consulate and Supreme Court buildings, and residences for the Consul-General and the Chief Justice, the assistants of the Consulate, the Board of Works, and others connected with the service.

**NANKING AND  
BUBBLING  
WELL ROADS**

The first most important trip to be made is out of the Nanking Road ("Maloo") to the Bubbling Well Road, these being the principal thorough-fares of the Settlement, crossing the Loongfei Bridge which at one time marked the Settlement limits. On the left is to be seen what has become the breathing-place of these settlements, namely, the interior of the Race Course, with the course itself encircling the whole. Inside are the pavilions of the Cricket and Recreation Clubs, the Golf Club and the Swimming Baths, while on the vacant space within the Course are set apart places for golf, cricket, tennis, and football. This road, the far-famed "Bubbling Well" road runs in a rambling direction for two miles and a half out into the country, lined on either side by the principal residences of Shanghai, among which may be mentioned the Country Club buildings and the Taotai's city quarters. At the end of the road, the celebrated Bubbling Well itself (far famed in Chinese annals) is seen, surrounded at the present day by a neat stone railing, while opposite are two temples, where the natives once or twice a year gather in numbers to worship, and incidentally to sell samples of their handiwork in the form of baskets and culinary utensils made by the natives of the surrounding country.

From here a trip may be taken along the Jessfield Road, lined on either side by some of the finest residences of the Far East, with St. John's University, a religious school



founded in 1878, where are trained some of the brightest of China's young men. Or if the visitors prefer, turning to the left at the Bubbling Well the Siccawei Road may be taken.

**SICCAWEI  
ROAD**

On the right hand beyond the foreign houses is seen the compound containing the memorial temple built in honour of Li Hung Chang. This is a fine example of the Chinese style of architecture. The building comprises a large hall, with several smaller ones devoted to eating and theatrical purposes, two or three pavilions situated for the most part on artificial ponds, and well kept walks. Just as the grounds are entered is seen a statue of the great Li himself, this having been presented to his family by one of the firms who had dealings with him during his lifetime. The place is always open to the casual visitor, a card left with the gate-keeper in the case of foreigners being all that is needed.

Just beyond this garden is to be seen the Nanyang College, a school where the Chinese are given a thoroughly good foreign education, and from which some of the leading young men of the Empire have graduated.

A short distance further along is to be seen the well-known Catholic settlement, Siccawei, maintained by the Jesuit Fathers, and in this place many Chinese children have been and are trained to become useful members of society, boys and girls being taken in and given a thorough knowledge of some line of work whereby they may earn their own living. There are orphanages for both boys and girls, and great convent buildings, to say nothing of the school buildings and study rooms, and the workrooms wherein are made some of the finest laces and other things known in China. The products of these workshops are on sale.

Should it be desired the visitor may return to town by way of the French roads, seeing on the way the German Country Club, many fine residences, the French trams, and finally, after a trip through the more crowded older portions of the Concession, by way of the Bund home again.

**YANGTSZEPOO  
ROAD**

Crossing the Garden Bridge (mentioned before as just past the Public Gardens) and turning to the right at the first turning, one is on Broadway, at one time the main thoroughfare of the so-called American Settlement. On the waterside are wharves and godowns, British, Chinese, and Japanese, extending for over a mile along the river bank. Turning with the road one enters on to the Yangtszepoo Road, which is lined on either side with residences and workshops, cotton mills (there being three of these together just a short distance from the turning), the Waterworks Company's works, cotton spinning establishments, silk mills where the cocoons are unwound, and the silk prepared for export, and various other industrial establishments. Finally, about five miles from the Bridge, the end of this road is reached, with a guest house where a halt may be made for refreshments. This must perforce be made. The return journey is along the same road as on the way down until the bridge near the Yangtszepoo Police Station is reached, but here a turn from the river may be made and the journey varied by a good country road back to Broadway, and thus back to the centre of the town.

**THE NATIVE  
CITY**

This is reached by going along the Bund, over the Yangkingpang Creek, along the French Concession, when, turning to the right, one of the gateways of the city is found and passing through this the city itself is entered. The walls are about three miles in circumference, with six or seven gateways at various points, and from several of these gateways one can ascend to the top of the wall and view the city. Every visitor should be accompanied by a guide, as the place is not laid out in straight streets and it is easy to get lost amidst the low, straggliug streets and houses. One of the first streets taken by the guide is a long one going toward the centre of the city, on which are the quarters of the ivory and sandalwood carvers, fan makers, brass workers, silk weavers and porcelain shops,

where fine bargains can be picked up if the visitor will only remember what has been said before of the extortionate first demands of the sellers. Another place which is always shown to the visitor is the "Woo Sing Ding" commonly supposed to be the original of the rare "Willow Tree pattern" on plates and pottery of the early eighteenth century, which is well worth seeing. There is also in this same district the City Temple, a picturesque building in the centre of a pond reached by one of those zigzag bridges met nowhere except in China, which according to Chinese tradition, baffles the approach of evil spirits. The "Gardens of the East and West" are also generally shown by the guides. The temple dedicated to the god of literature Wenchang—who is held in the highest esteem by the Chinese—should also be visited, as should the City Temple where the titular dieties of the entire Chinese pantheon are represented by the most weird and grotesque images and figures. Near this temple is the Confucian shrine, where the city officials repair twice a year to pay reverence to one whose whole existence is supposed to point out the way to those who govern. There are numerous other temples and shrines within the limits of the city all of which are interesting to the new-comer, and typical of nearly all Chinese cities, wherein are to be found temples and places of worship to the very grandest ideals of the human race, side by side with present day chicanery and deceit. One thing that will not fail to strike the visitor is the number of beggars who loaf about every place of interest, from the City gates to the temples, in all stages of apparent disease and malformation, in too many cases, however, either made for the purpose or at least improved upon in order to extort alms from those passing, either foreign or native, for the latter when sight-seeing or on devotion bent, are always ready with a few cash to buy off the evil wishes of the beggar.

Arrangements made for guide, etc., at Thos. Cook & Son's Office, 2/3 Foochow Road.



## Loongwha Pagoda



LOONGWHA PAGODA

This pagoda (the sole example of the kind in the immediate vicinity of Shanghai) is situated about a mile and a half above the Native City. To reach it a motor car or carriage is required and the visitor should go through the French Concession and along the side of the native city, finally getting on to a fairly good native road. This leads through a long tree-lined thoroughfare, twisting and turning as do nearly all native roads and pathways, and giving a good idea of the surrounding country, with small farms, vegetable gardens, tea-houses, tem-

ples and rest-houses, which may be seen on either side as the journey is made. About half-way to the Pagoda the entrance to the Arsenal is passed and this, with now the fine Kiangnan Dock may be visited if the traveller desires, a card to the Director of the Arsenal always securing courteous attention and admittance. Further along the road, through masses of peach trees which are one of the sights during the spring and attract numerous Chinese, the Pagoda itself is finally seen, standing by itself, with a temple nearby. The Pagoda itself is seven storied, with six sides, and is in a fairly good state of repair, the priests in the temple keeping it in this



state as it draws a large number of visitors at certain of the festivals. In the temple itself there are said to be nearly three hundred priests, who perform their daily devotions regularly.

Altogether this place is well worth a visit to anyone desirous of seeing how the Chinese religious class live, as well as on account of the numerous josses of one kind and another to be seen.

## Shanghai-Nanking Railway

### (RAILWAY STATION)

The Railway Station building was only occupied during the latter half of 1909, but is a very fine building, well adapted for its uses, and therein are stationed the offices for all connected with running this, said to be one of the finest, if not the finest, railway in China. From this place it is possible to reach Woosung in half an hour, and thence board steamers in the offing, or if the trip be the other way Soochow may be reached by express in just an hour and Nanking in seven, with numerous places on the way where pleasant stays and sight-seeing can be arranged. This is best done from Shanghai, however, with houseboats and the necessary food and sleeping provision made as in none of the places except Soochow, Chinkiang, and Nanking is there any adequate hotel accommodation.

The Railway running from Shanghai to Nanking and from Shanghai to Woosung is a thoroughly good line, with splendid running material, fine road bed, and the trains run strictly on time. The journey to Nanking will well repay the visitor especially if time be taken to explore some of the many interesting spots rendered easy of access by its means. The principal places of interest to foreigners are Soochow; Woosieh, with its fine temples and access to the Great Lake; Changchow, with its monastery and temples near the station; Chinkiang, the first Treaty Port on the Yangtze River, with its foreign concession and the two large island temples mentioned elsewhere. Finally at the end of the line is Nanking,

the capital of the lower Yangtze district and at one time the Southern Capital (as its name implies) with the many fine buildings, ruins, temples and other places of interest. At the foreign hotel the visitor can be sure of comforts of civilization while the photographer may be sure of finding much to occupy his camera. The tombs of several of the emperors of the Ming Dynasty are situated within easy distance of the City, and guides may be arranged for at the hotel.

A list is given of first-class fares to the principal places on the line.

On all the fast trains and several of the slower ones, arrangements are made for food *en route*, at reasonable prices.

#### FARES

To Soochow, first-class.	Mex. \$2.60
Wusieh, do.	3.40
Changchow, do.	4.20
Chinkiang, do.	6.00
Nanking, do.	8.00

The Railway Company has arranged a system of 'rickshaws at Nanking, Chinkiang, and Soochow, to take visitors to any of the points available from the stations.

Dining cars are available for picnic parties and other special trips at reasonable rates, while for large numbers, such as conferences, schools, and missionary gatherings, special rates are arranged.

Tickets issued and full information supplied at Thos. Cook & Son's Office, 2/3 Foochow Road.



THE LINK BETWEEN EAST AND WEST

### Shanghai-Hangchow Railway

The trip as planned at present will take about eight hours only, the Shanghai station being well above the native city, reached in the same way as the Arsenal by a trip through the French Concession and along the Arsenal Road. On the line there appears to be nothing in the way of sight-seeing places beyond Sungkiang, a walled city, Fengching, the junction between the Kiangse and Chekiang lines (this railway is native built in the above two named provinces—hence the junction) and Kashing, mentioned in the houseboat trip to Hangchow. The line at present runs through the city of Hangchow, on the eastern



side, and ends on the 'Tsientang River a couple of miles beyond the city proper. There is a branch line running to the vicinity of the foreign Settlement at Hangchow. As time goes on this will probably become a favourite run for visitors from Shanghai, but it must be remembered that at the moment there is absolutely no accommodation for foreigners at any of the stations of this line.

## Houseboat Trips



"WHERE THE OLD PAGODA LAY"

not only on account of the heat but also because all the creeks are teeming with mosquitoes. The houseboat if bound for some definite place should be towed there by steam-launch—as, for instance, in going to Soo-

The visitor or new arrival in Shanghai should take the first opportunity to visit places of interest about this part of the country by houseboat. This not only serves as a very restful change to those tired of ordinary sight-seeing but affords a most luxurious way of viewing the purely Chinese side of life. The three hot months of the year — from the middle of June to the middle of September — should not be chosen,



chow or Hangchow—but if time is of little object nothing is more pleasant than to be *yuloed*, or to sail, stopping when and where one likes, be it under the shade in the hottest part of the day, or at any of the numerous temples or ruins passed on the canals, with which the delta of the Yangtze (in fact the whole of the country from Ningpo to Wuhu) is intersected. During the winter numerous fine shooting places can be reached in this manner.

Two classes of houseboats are available—native and foreign. The former are entirely Chinese in construction and have to be fitted up with bedding, cooking apparatus and utensils, table supplies, lights, filters, and in fact everything, with the exception of tables, stools and bed-frames. These boats are cheaper than the foreign boats. On the other hand many of the foreign boats are very comfortable indeed—some of the better ones being almost palatial, as far as their restricted dimensions allow. These foreign boats and outfits cost more but are still cheap ways of seeing the country about the lower Yangtze either by the tourist, or the sportsman during the winter months. The hire of houseboats is \$8 to \$12 per day food and service being of course extra, according to the number of persons and the style of living.

Thos. Cook & Son will be pleased to make all arrangements necessary for these trips.

Full particulars on application (office 2-3 Foochow Road).

Following are rough outlines of several trips. It should be remembered that the times given are the minimum in which the journeys can be made :—

### **Week-end Trip to the Hills**

This is a favourite trip for Shanghai residents, the destination being So-ze on Feng-wan-shan, where the Catholic Fathers have a large establishment, with a church on the top of the hill, from which there is a fine view of the surrounding flat, rice-field chequered country, while adjoining is the Observatory of the Jesuit Fathers with its splendid fifteen-inch equatorial telescope fitted with

photographic appliances. The Fathers in charge are only too pleased to show visitors about the Observatory and the highly interesting appliances contained therein.

*Friday*—Leave Shanghai, yuloh or sail viâ Jessfield.

*Sunday morning*—Arrive near Feng-wan-shan, explore hill, seeing church, observatory, etc.

*Sunday night*—Leave for Shanghai.

*Monday morning*—Arrive at Shanghai.

### Three Days' Trip

*First day*—Through Naziang to Kading, fine flat country.

*Second day*—At Kading, where are to be seen extensive walls, a fine Confucian temple and innumerable ruins of temples, etc., relics left by the Taiping rebels in the sixties.

*Third day*—Return to Shanghai.

### Five Days' Trip to Hangchow

*First day*—Leave Soochow Creek in tow of steam-launch.

*Second day*—Arrive at Hangchow Settlement during afternoon. Arrange for native boat to convey to the head of Canal.

*Third day*—Taking luncheon, go by boat to head of Canal, cross narrow neck of land, observing pagoda-like structure on hill, take native boat and explore West Lake, Islands, temples on shore, go up to Lin-yin-tz, see temples and rock cuttings, and return to boat.

*Fourth day*—See Hangchow City, medicine shops and live deer. City and Mohammedan temples, fine streets, etc. Leave settlement by tow at 4 p.m.

*Fifth day*—Return to Shanghai in the afternoon.

## Six Days' Trip, Hangchow and Soochow

*First to fourth day*—As above, leaving Hangchow by Soochow boat train.

*Fifth day*—Arrive Soochow in morning. Go into city, see pagodas, city temple, gardens, etc.

*Sixth day*—Go through Soochow again by donkey, chair, or boat. Leave Settlement in tow of steam-launch at 4 p.m. reaching Shanghai early next morning.

## Seven Days' Trip to Tahu

Same trip as above for the first five days, thence going on by houseboat to Mootu, on the Tahu (Great Lake).

*Sixth day*—Spend the morning coasting on the Tahu. This lake is roughly forty miles wide and long, with fine scenery on all sides and hills and mountains almost everywhere.

*Seventh day*—Spend the morning on the lake, returning so as to reach the Settlement in time to catch the launch-train back to Shanghai that night.

The traveller tied down for time must be on the alert for winds on the lake.

The scenery of the Great Lake is well worth seeing, while the flora has scarcely been studied.

If time be of no particular object this trip may be extended along the Grand Canal to Wusieh and Chinkiang, with good scenery and many temples at various places along the way. At Wusieh there is a fine monastery with some three hundred priests. At Chinkiang are to be seen monasteries on Silver Island, below the city, on the Yangtsze River, where there are several fine buildings, and also on Golden Island above the city. This latter place was, within the memory of foreigners still living at Chinkiang, an island well in the river, but at present it is practically on the main southern shore. There is a very fine pagoda on this island, besides the large monastery and usual temples.

## The Haining Bore

Regularly twice a day for centuries a natural phenomenon has occurred within comparatively a short distance of Shanghai, and yet but few of the residents here for the last fifty years have seen it. We refer of course to the "bore" which flows up the Tsientang River at flood tide. Though this occurs twice in every twenty-four hours, it is specially noticeable at full and new moon, and more especially high and boisterous at or about the equinoctial periods (at the end of September and March). The best place to witness this phenomenon is at Haining, some twenty miles below Hangchow, where the Chinese flock in thousands at these special periods to witness what is really one of the wonders of the world. The best time for foreigners is the full moon, as then both the day and night bore can be seen to advantage, the night one being a beautiful sight indeed.

The best way to make the journey from Shanghai is to go in a houseboat, towing by the boat-train bound for Hangchow as far as Sa-mun, on the Grand Canal, from which place the tow is cast off and the rest of the trip made by sail or yuloh. This latter trip is made in eight or ten hours, the boat being tied up near the city wall of Haining, where, if the arrival be made too late for the night bore, the night can be spent on board. Note first on landing the fine stone embankment and landing-place at the head of the canal, by which the visitor has arrived and the stone walk to the water's edge, and along to the pagoda which has been built close to the edge of the Tsientang River. Then for a long distance up and down are to be seen the stone embankments erected to keep the river within its limits and protect the surrounding country, with huge masses of brushwood and other forms of protection to preserve the work from the devastating rush of water which threatens to carry all away. Near the pagoda will be seen at low-water, a stone step on which junks rest while awaiting the rush of the bore, in



which should they be caught in midstream they would inevitably be destroyed. This protection extends for nearly a hundred miles above and below Haining.

This preliminary view of the scene having been made and the time of the bore's arrival learned from the guide, a return to the boat or a walk through the city of Haining may be made. Then about an hour before the due time of the bore the visitor should be in his place, preferably at the pagoda. The tide will be seen to be rushing out at great speed, the above mentioned boat-foot being well above the water, and no boats being afloat on the stream itself. Looking down river, almost on the apparent horizon will be seen a ripple on the face of the water. Shortly after a distant roar will be heard and the ripple will be seen to be approaching, apparently slowly but really at a good speed. Soon another ripple will be seen coming from across the river and some eight or ten miles below the spectator these two will join, and a wave stretching from shore to shore, nearly a mile across, will be seen approaching with a mighty roar. Then the united body of water occasionally twelve or fourteen feet high rushes steadily and rapidly forward. As this nears the observer it will be seen that the ebb tide is still running out until it is overcome by the onrushing flood tide, which is now seen to be piled up ten or twelve feet high. The foam-capped mass of water rushes past the observer at the rate of fifteen or twenty miles an hour. Though the wave itself is only of the height named the tide which follows rapidly raises the level of the water, a height of twenty-five feet having been frequently measured ten or fifteen minutes after the bore has rushed by. If the visitor should be at Haining about full moon and have time, the night bore is well worth viewing, as then the roar of the oncoming rush can be heard long before anything can be seen in the distance and the sight as this great mass of water rushes by in the night is a grand one.

This phenomenon can be seen in a measure at or below Hangchow, but by the time it reaches there its size is greatly reduced.

## Hangchow and the West Lake

With sufficient time this is one of the places which every visitor to Shanghai should make a point of seeing and exploring as there are certainly few prettier spots in the Far East as far as scenery is concerned, while the historical interest of the surroundings is intense. The journey at present is made on houseboat from Shanghai, going up in tow of one of the two or three steam-launches which leave the lower end of the Soochow Creek every evening about half-past four, and reaching Hangchow between noon and evening the next day. Large bridges, some of them of enormous dimensions for Chinese bridges, being passed every mile or so on the grand canal. When it is remembered that this canal has been in use for at least half-a-dozen centuries and was, until quite recent times, the main pathway of travelling from one end of the empire to the other, one gets some idea of its importance. By taking a small boat the trip can easily be made to the head of navigation, near the place where the water from the lake is allowed to run off. The sampan should be left here and the visitor either walking, or riding in a Chinese chair, a trip of half-a-mile, past a hill whereon stands one of the oldest and strangest pagoda structures in the empire (well worth the climb to see), sees the lake itself. This is a body of water a mile long by about a mile broad, crossed by a long causeway with several bridges and having as its half-way place an island replete with the ruins of fine buildings, amongst which are the Imperial Library, in a fairly good state, and the ruins of several large residences said to have been Imperial rest-houses in by-gone days. Beyond this island the causeway is divided, leading in one direction to the side of the lake, with many splendid temples and rest-houses and in the other to the far side of the lake where good roads are found by which many other temples and famous spots in the history of China are reached.

Hangchow is famous in history as the capital of the empire as long ago as the beginning of the 12th century, while the lake has been the scene of more poetical works

than any other spot in China. In Marco Polo's day it was one of the sights of the world, being then in its prime, with the Emperor and his grandees there on occasions, and the thousands of wealthy people that throng to the Imperial presence. In some of the various temples and resting-places visited by all sightseers, there are displayed scrolls and deeds presented by several rulers since then who have visited this celebrated place and left as souvenirs of their stay.

## Soochow

Soochow, with its population of 500,000, is a city famous for its beauty and for its canals. A Chinese proverb compares Heaven with Soochow and Hangchow:—

Above is Heaven ;  
Below are Soo and Hang.

The Chinese regard this as one of their richest and most beautiful cities, and have a saying that "to be happy on earth, one must be born in Soochow, live in Canton, and die in Liauchow, for in the first are the handsomest people, in the second the most costly luxuries, and in the third the best coffins."

Westerners have compared Soochow with Venice and it has come to be known in every globetrotter's book as "The Venice of the East." Sixty miles west of Shanghai, and connected with that port by rail, as well as by the waterway known as the Soochow Creek, Soochow was opened to foreign trade at the close of the Sino-Japanese War. Soochow is the seat of the Governor of the province and the centre of the provincial educational effort, as distinct from what may be called the foreign educational centre of Shanghai. It originally owed its importance to its command of the Wusung Kiang (Soochow Creek) and of the Tai Hu, and it was doubtless due to this strategic situation that it became the capital of the ancient Wu Kingdom. The lake has receded and with the advent of the railway the glory has departed from the Creek, and to-day Soochow is famous for its silks, its brocades and its



gauzes. It has also some cotton manufactures and a valuable trade in rice.

The city may be reached in two hours by rail, but the most enjoyable way of travelling is by houseboat.



CHINA'S STAFF OF LIFE—RICE FIELDS

## The Yangtze River

The Yangtze rises in the high plains of Tibet. Its length is estimated to be 3,000 miles. The Chinese have eight other terms for the river, the term *Yangtze* "Son of the Ocean," being only applied to 200 miles of its tidal water. Next to the Amazon, the Yangtze is navigable a longer distance than any other river in the world. The largest ships in the world can travel in the summer as far as Hankow, a distance of 600 miles from the mouth of the river. Large freighters ply as far as Ichang, 400 miles further, at all seasons of the year. Native craft, guided through perilous gorges and rapids by skilful pilots and pulled by hundreds of trackers, who toil with inhuman fortitude in the face of apparently unsurmountable obstacles, proceed with cargoes and boats as far as Soufu, about 500 miles from Ichang. The remaining 1,500 miles are a succession of impassable gorges and rapids of majestic grandeur flanked by precipices thousands of feet high.

Scores of sumptuously appointed river steamers, owned by seven steamship companies, make the trip, from Shanghai to Hankow in about four days. Boats leave Shanghai every night.

Travellers with sufficient time at their disposal should avail themselves of arrangements completed by Thos. Cook & Son for the trip through the gorges of the Yangtze.

The Indo-China, China Navigation, and China Merchants' S. N. Cos. have a sailing about every seven days from Hankow to Ichang and from this point complete arrangements may be made beforehand at the Shanghai office of Thos. Cook & Son for houseboats to be in readiness for the journey through the gorges.

The following varieties of boats are available :—

*Sampans* are only of use to those taking a one-day journey above Ichang ; they have no sleeping accommodation. *Wupans* for those who have a limited time at their disposal, but never for ladies. Small two-roomed *kwadza*, for gentlemen only. Small three-roomed *kwadza*, is the ideal houseboat for tourists. They contain two fairly large



rooms, the first is used as a sitting-room, the next as a bedroom, and the third—a small one—as a cook-house, etc. They are of a convenient size and will be found in every way to be most comfortable. Large three-roomed *kwadzas*, on account of their size, go slowly, and are only of use to missionaries with large families.

The journeys that may be undertaken, as we have already said, depend upon the time at the traveller's disposal, and are set forth in the following corrected table:—

To Tatung	Rapid 2 days.	Return 1 day.	Total 3 days.
Tunglantan	„ 2½ „	„ 1 „	„ 3½ „
Chentan	„ 3 „	„ 1½ „	„ 4½ „
Yetan	„ 4 „	„ 2 „	„ 6 „
Kweifu City	„ 8 „	„ 4 „	„ 12 „
Wanshien	„ 12 „	„ 6 „	„ 18 „
Chungking	„ 22 „	„ 10 „	„ 32 „

These times are approximate and depend upon the state of the river and the prevailing winds. The best time of the year is from the beginning of November to the middle of May, avoiding the unsettled weather about China New Year.

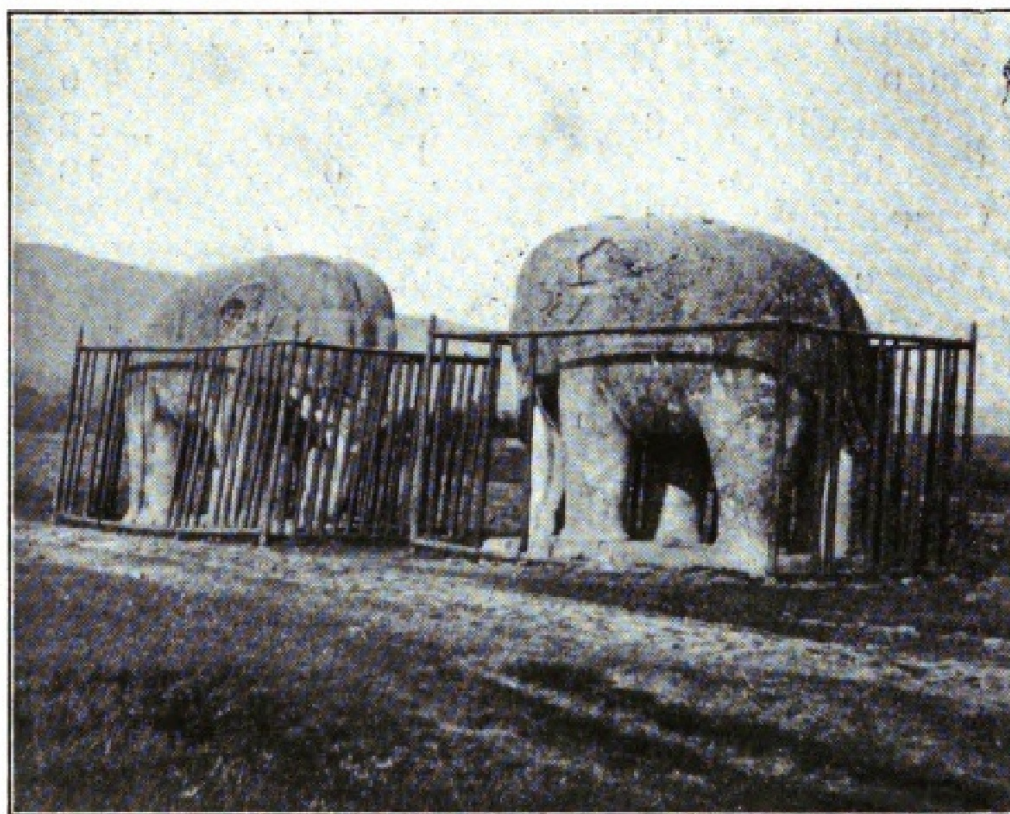
The Gorges extend from Ichang to Kweifu, a distance of 140 miles. Above Wanshien are a few minor rapids, and at this point one enters the opium region. It presented at one time one of the finest floral sights in the world. On the foreshore and terraced hillsides, nothing but a blaze of poppy flower—white, pink, crimson all massed together, the whole forming a most gorgeous spectacle. The poppy is in full flower during the month of April.

A journey of three or four days above Ichang, failing time to go further, would include the Ichang Gorge twenty miles in length; the part of the river known as the “dregs and boulders”; the Tatung, the first of the major rapids; and the Tunglantan, which at low water, for downward bound junks, is one of the most dangerous on all the river. This short journey should in itself prove a most interesting trip.

To those going to Kweifu, or beyond, we recommend the use of a red boat (lifeboat) and for ladies travelling alone it is absolutely essential. Above Wanshien red boats are not necessary, only in the case of ladies travelling by themselves.

The arrangements are for good boats, well found and with reliable crews, and also include an English-speaking cook boy, table linen, and requisites, a small stove in the sitting-room, bedding, and in short all the necessary comforts for the journey.

Full particulars of rates, etc., on application to Thos. Cook & Son, Shanghai.



NEAR THE MING TOMBS, NANKING

## Nanking

Nanking has a population of 350,000 and is situated on the Yangtze, 105 miles from Shanghai, in latitude  $32^{\circ}3'41''$ . The position of the city is admirably adapted to the part it has had to play in the history of the country. Surrounded on all sides except the west by hills, and protected on that side by forts on small hills which command the river, it is both easy of access to



trade and capable of defence. The southern part of the city, which is thickly built over, is considerably lower than the more recently enclosed northern division; the latter is now almost entirely given up to cultivation. There are signs, indeed, that it was at one time much less thinly populated, and those who recollect the city in its pre-Rebellion days state that it was covered with houses. The course of important thoroughfares which have since disappeared is still indicated by many broad stone bridges set in the midst of fields, and the gates to which they at one time led have been bricked up.

Its ancient walls can be traced over a distance of many miles, but the modern walls are of much less extent. The part of the city occupied by the Manchus is separated by a wall from the Chinese town. The most remarkable structure in Nanking was formerly the Porcelain Tower, built in the early part of the fifteenth century and destroyed by the Taiping rebels, during whose occupation the City suffered much. This magnificent and fantastic edifice, said to have been erected at a fabulous cost, was of an octagonal form, 261 feet high, and had nine storeys. Amongst notable objects may be mentioned the Ming tombs, with gigantic armed figures on the avenue leading to them; the Government palace, a marine school, imperial printing-house, arsenal, and observatory. Nanking has manufactures of crêpe, satin, paper, artificial flowers, cannon and other materials of war, and China (or Indian) ink, and gives its name to the well-known "Nankeen" cotton cloth, which is also made throughout the whole province. Nanking has long been made a Treaty Port, but it has little foreign commerce. By the Grand Canal, which crosses the Yangtszekiang about fifty miles to the east, it communicates directly with Peking. Nanking is the residence of a viceroy, with authority over the provinces of Kiangsu, Kiangsi, and Anhwei, and is a great military dépôt. The Treaty between China and the British, which terminated the Opium War, was signed at Nanking in August, 1842. In 1853 the Taipings assaulted Nanking, took it, and made it their capital. It was captured by the Imperialists in 1864.

The manufacture of satin, velvet, coloured ribbons, and other silk piece-goods is an old-established and the principal industry of Nanking. It gives employment to large numbers of men, women, and children, and the products of the looms have a ready sale in different parts of the empire, and particularly in the north. The industry received a blow at the time of the Rebellion from which it has never recovered, many of the skilled hands having left the city for other parts of the province, never to return. A considerable quantity of raw silk is produced in and around Nanking, which is used in the manufacture of silk and satin ribbons, and for the woof of satin and velvet; but the warp of the latter products is invariably composed of the finer quality of silk grown in Chekiang.

Among minor commodities from Nanking which enjoy a reputation in other parts of the empire may be mentioned salted ducks. Vast flocks of birds are reared in the country round, and the duck market outside the Shuihsi Gate, on a busy day, is a sight worth seeing—and hearing.

It was during the reign of Wan Li, one of the later Ming Emperors, that Nanking first admitted the stranger from the West within her gates. In 1595 the celebrated Jesuit missionary Matteo Ricci visited the city. Refused admittance, he returned in 1598, on his way to Peking and was well received and hospitably entertained, though he did not, on this occasion even, pass the walls. On his third visit, in 1599, he lodged inside the city, and made arrangements for the permanent establishment of his mission within the Imperial City, at a spot which has been located not far from the Hung-wu Gate.

PLACES OF INTEREST.—The Viceroy's Yamên, the Drum Tower, the Mint, the Examination Halls, the Nanking University, the Scientific College, the Naval College, the Military College, the Parade Ground, the Missions and the Hospital, all within the City Wall, which is twenty-two miles in circuit, twenty to forty feet thick, and forty to ninety feet high.

The Tartar City, bordering on the south eastern part of the Native City, has its own walls. Within are the



Ancient Palace of the Ming Emperors and the Yamên of the Tartar General. Near *Taiping Mien*, the "Taiping Gate," are the Ming Tombs and Lake Hou-hu, with its four islands. Near *Nan Mien*, the "South Gate," are the Arsenal, Powder Magazine, and Camp.



AN OPEN AIR THEATRE

### The Hankow Group.

This group of towns comprises Wuchang, Hankow and Hanyang, and the three together are frequently spoken of as the Wuhan towns.

Though independent in matters of government and indeed separated by the Yangtze and the Han they are in

a very real sense a composite city, the commercial, financial, and industrial heart of China. They occupy a unique commercial and economic position. The great north to south line of communication here crosses the great east to west route, and thus these three cities may take toll of an immense volume of traffic, and even if there were no other resources for the sustenance and employment of the people the work of receiving and forwarding merchandise, and the business of exchanging products would still give rise to the concentration at this point of an enormous population.

### Wuchang

This city, with its population of over half a million souls, is the capital of the province of Hupeh. It is a walled city, well built, and in far better sanitary condition than most Chinese capitals. It is the seat of the provincial government, and a great centre of learning. It is situated on the south side of the Yangtze and is thus much more cut off from the other two towns of the trio than they are from each other.

The city is developing industrially. On the Wuchang side of the river stand the Hupeh Cotton Mills working a thousand looms, and turning out daily 360 pieces of shirtings. Here also is to be found the Wuchang Mint, containing machinery for turning out three million taels' worth of dollars and about a million taels' worth of subsidiary silver coin per annum. Established at Wuchang ten years ago were the antimony works, a French property, where antimony, lead, and zinc are crushed, purified and analysed by a competent staff. The most modern and complete machinery has been installed and is working day and night.

### Hankow

Hankow, i.e., mouth of the Han, is situated on the left banks of the Han and the Yangtze, in the obtuse angle formed by the two rivers. Its latitude is  $30^{\circ} 34'$  N., and its longitude  $114^{\circ} 17'$  E. Its population is put at 870,000, and it has long been reckoned as one of the four great Chen (emporia) of the empire. The



fact that the city is 600 miles from the sea does not prevent merchant vessels and men-of-war of very considerable tonnage passing right into the limits of its harbour direct from ocean voyages, during half the year at any rate. In days gone by it was known chiefly as a tea port but its immense possibilities in other directions, which must have been obvious to many who lived in it a generation ago, were first pointed out by a foreigner, Abbé Huc. The commercial possibilities have long been realized by foreign governments, for the British, the French, the Germans, the Russians, and the Japanese have all acquired concessions there, aggregating some million and a half square yards. Modern improvements, including electric light, telephone, water supply, and the like are becoming more and more general, not only in the Foreign Concessions but in the Chinese city also. The whole of the water front of the foreign concessions is bunded, making a fine stretch of model roadway and embankment. As we have seen elsewhere there is great industrial development, and several of her industries may be noticed. In the Japanese Concession a match factory turns out half a million boxes of matches daily. In the French Concession there is an albumen factory which has stimulated tremendously the rearing of poultry in the district. In the Russian Concession there are two brick tea factories and these, together with two in the British Concession, undoubtedly constitute the chief industrial institutions, with the exception of the great iron and steel works and those concerns allied with them. As indicating the importance of the tea industry it may be mentioned that the average annual value of brick tea passing through the Hankow Custom House is nearly three million taels. The river traffic of Hankow is enormous. By means of the rivers Hankow receives rice, sesamum, tobacco, opium, silk, sugar, medicinal plants, musk and furs—all Chinese produce; and cotton piece-goods, cotton yarn, sugar, petroleum, and small manufactured articles for household use from abroad. In return for all these things Hankow exports beans, hides, iron goods, silk, tea, and minor agricultural produce.

## Hanyangfu

Hanyangfu has a population of 400,000 and is principally an industrial city, as we have seen above. Besides its works connected with iron and steel it has cotton-mills and silk filatures, and possesses immense timber yards.

PLACES OF INTEREST.—The City Wall, four miles in circumference, thirteen feet in height, elevated five feet additionally by a brick parapet, has forts at each turn and is pierced by massive, double-roofed gates with towers. The Native City, busy, crowded, noisy, odorous. The Agricultural, Military, and Tz Chiang Colleges. The Mint.

Pagoda Hill affords a splendid view of the Wuhan Towns and their environs.

The Hanyang Steel and Iron Works, the largest in the world, barring Krupp's, Essen.

The Missions, Hospitals, Institution for the Blind, Orphanages and Schools.



A TEMPLE GATE



# The Northern Provinces

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## Wei-hai-wei

Wei-hai-wei was formerly a strongly fortified Chinese naval station, it was captured by the Japanese in 1895, and finally taken over by Great Britain on lease from China in 1898.

The leased territory includes the Island of Kin Lung, all the Islands in the Bay of Wei-hai-wei and a belt of land ten English miles wide along the entire coast line.

The hillsides on the mainland—of which Port Edward is the chief port—are planted with dwarf pine and scrub oak trees. The valleys are mostly undulating country full of gullies and mountain river beds.

The area of the lease territory is about 300 square miles.

Wei-hai-wei, besides being the northern base of His Majesty's China squadron, is a regular port of call for many coasting steamers sailing north from Shanghai, and there is a government subsidised weekly service carrying mails and passengers from Shanghai.

In addition to the leased territory there is a zone of influence within which Great Britain holds certain rights extending over an area of 1,500 square miles.

The climate is exceptionally good, the winter is dry and bracing.

The hotel on the mainland accommodates over one hundred people.

## Chefoo

Chefoo was opened to foreign trade in 1863, and has a foreign population of about 400; it has no Settlement or Concession but a recognised foreign quarter controlled by a committee of twelve. The revenue is derived from voluntary contributions from residents.

The climate is bracing; April, May, June, September, October, and November are the best months. Chefoo is two days' journey from Shanghai and frequent services are maintained by several steamship companies.

Chefoo is noted for its fruit-growing industry.

### Kiaochau (Tsingtao)

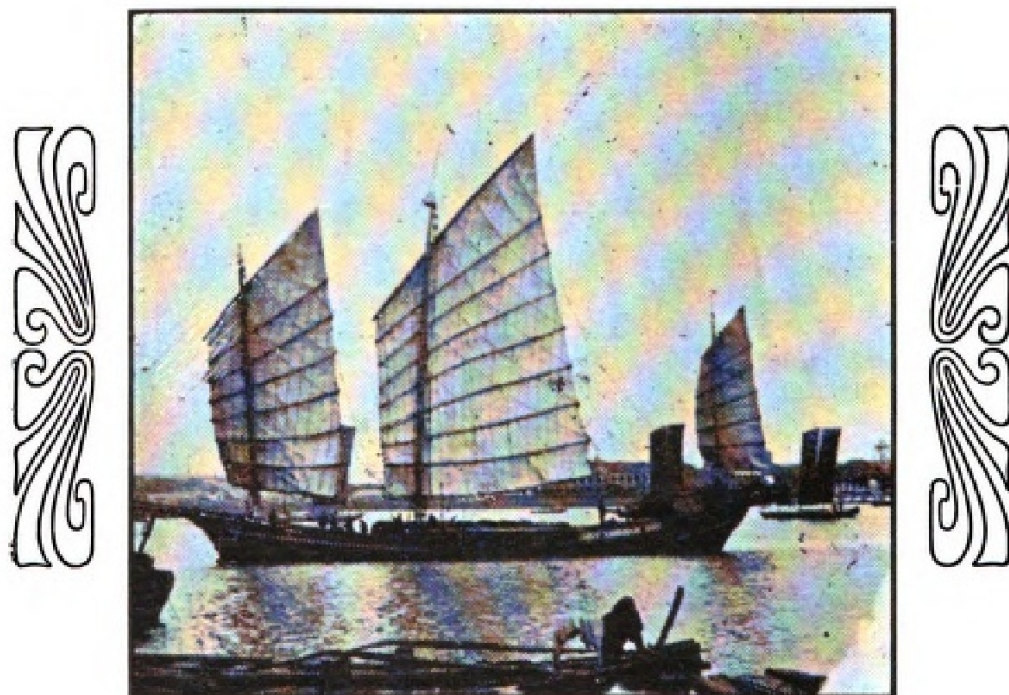
Tsiangtao declared a free port in 1898, was occupied by Germany in 1897 and is held on lease from China.

The Bay of Kiaochau is so large that the land at the head can barely be seen from the entrance (seventeen miles away) which is about one and a-half miles wide.

The hills are nearly all bare granite but an extensive scheme of afforestation is now being introduced. The soil of the valleys is alluvial and very fertile.

The foreign residential quarter has been well laid out and contains some good hotels. The railway from Tsingtao to Tsinanfu was opened in 1904 and is most prosperous.

The climate is temperate, and the excellent bathing beach is quite an attraction for summer visitors.



OUTWARD BOUND

# Japan

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The country is seen at its best during April and May—the season of flowers. July, August, and September are hot; October and November are very pleasant, the autumnal tints being then beautifully displayed. From the last part of January to the beginning of March, it is cold except at certain favoured winter resorts. The cherry blossoms are generally seen at their best about middle of April and the chrysanthemum and maple during the last part of October.

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Harbin	...	... Leave	Noon	Monday	Friday	Wednes.
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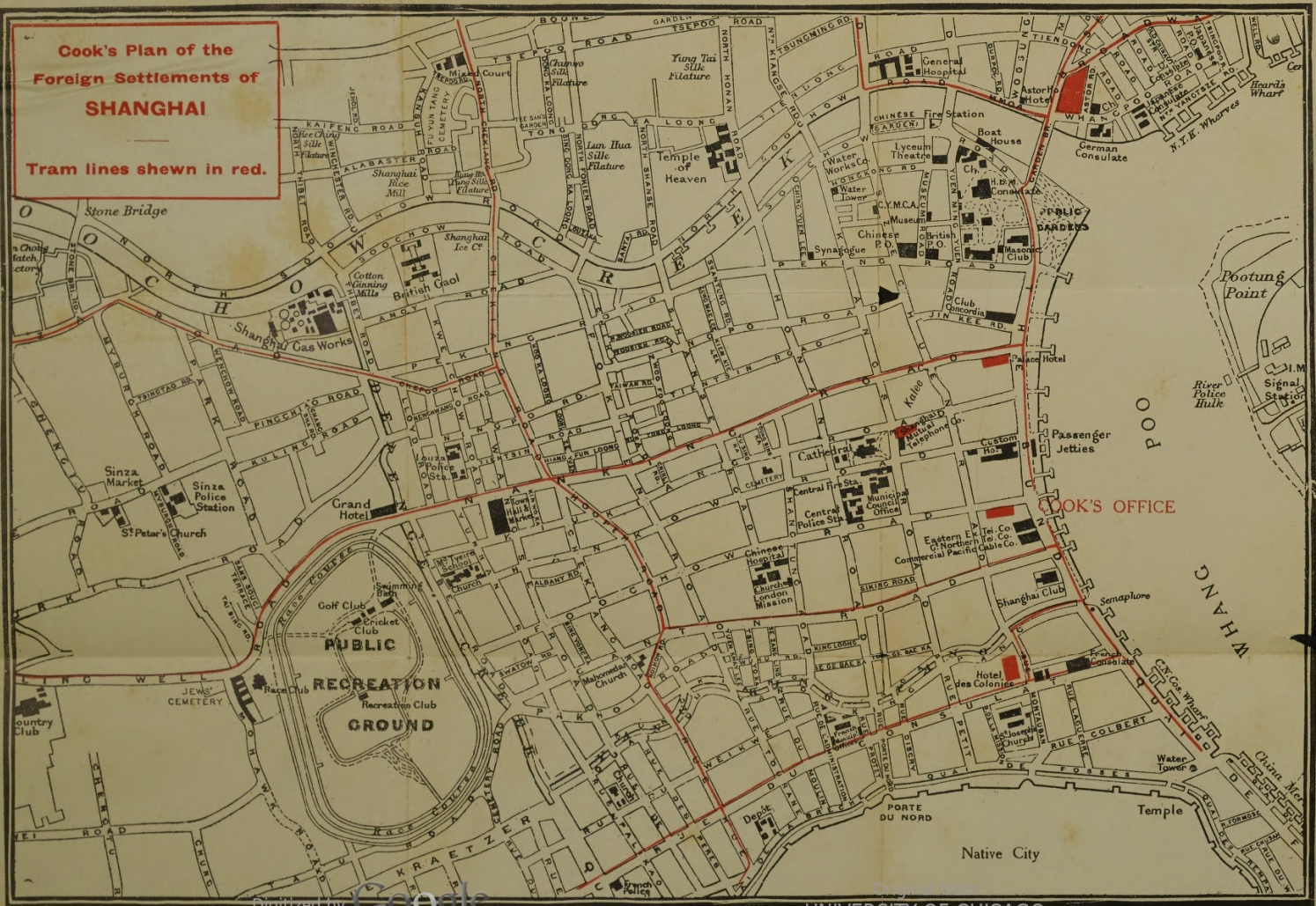
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